BookletChart™

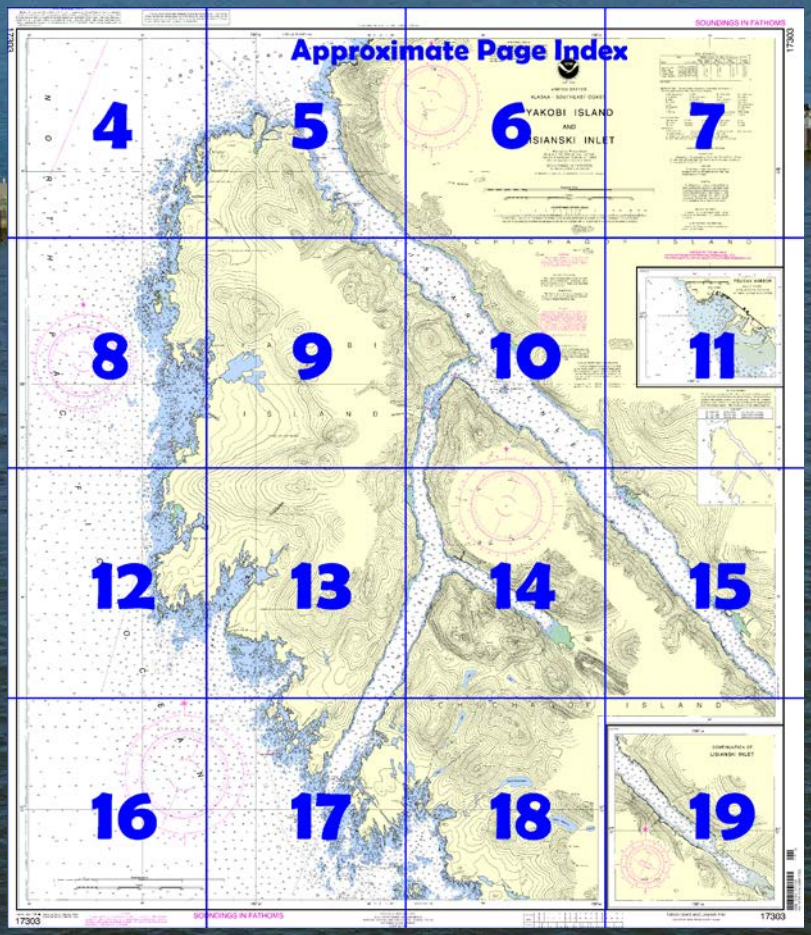
Yakobi Island and Lisianski Inlet

NOAA Chart 17303

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

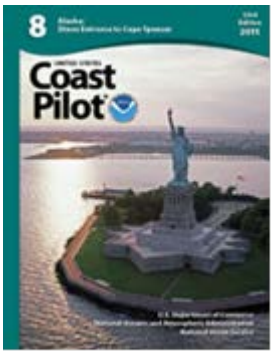
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17303.



(Selected Excerpts from Coast Pilot)
Lisianski Strait, between Yakobi Island and Chichagof Island, about 11 miles long and from 0.2 to 0.8 mile wide, follows a general NNE direction and connects Lisianski Inlet with the Pacific Ocean. The waters throughout the strait are generally deep, but the SW entrance is foul. From the SW end NNE, the strait is clear until 1.2 miles to the SW of the junction with Lisianski Inlet, where there are two small islands. A light is about 100 yards S of the S island. Kelp extends from the islands to the Chichagof Island shore. From the SW entrance the land presents a succession of low, wooded hills, gradually rising to sharp rocky peaks.

The S entrance channel to Lisianski Strait is about 125 yards wide, with a reef on the E side with 2½ fathoms over it, and rocks on the W side. Favor the W side, especially if the current is ebbing, because there is a SE set then.
Currents.–Outside the rocks and reefs at the S entrance the current floods to the N and ebbs to the S. Near the entrance among the rocks, on the ebb, a set to the SE has been experienced. Tide rips are encountered here, with an ebb current against the wind. Swirls are formed in the vicinity of Esther Island, and the current has been reported to exceed 3 knots at times. From Esther Island to about 0.5 mile to the S of the islands near the N entrance the current is slight; swirls and eddies are formed 0.5 mile to the S of the islets. Along the islets a current of 0.5 to 2 knots floods to the N and ebbs to the S. N of the islets the current is small. In the vicinity of Miner Island currents are 0.5 to 2 knots. Eddies and swirls occur between Miner Island and Chichagof Island. The currents from Cross Sound and Lisianski Strait appear to meet in the vicinity of Miner Island. An ebb current of 0.5 knot from Stag Bay has been experienced.
Lisianski Inlet follows a general SE direction for about 21.5 miles. There is temporary anchorage for vessels up to 150 feet long off the E side of Miner Island in 20 fathoms, rocky bottom, poor holding ground. The vessel swings to the current, and the effects of wind drawing through the channel are felt. Good anchorage and shelter may be had at the head of Lisianski Inlet in 15 fathoms, soft, sticky bottom. Small boats anchor alongshore where the depths are not too great, particularly in Mite Cove, off Miner Island, and off the flats alongshore.
Currents in Lisianski Inlet are reported slight and set fair with the channel.
In entering, favor the SW shore until inside the entrance then follow midchannel courses. The chart is the guide.
If bound for Lisianski Strait, round Miner Island at a distance of about 300 yards. This passes close to an 8-fathom spot surrounded by deep water.
If bound for the head of the inlet, pass NE of Miner Island and Junction Island, follow midchannel courses for about 3 miles beyond Junction Island, then favor the SW shore until well past the flats off the NE shore at Pelican and the 5-foot rock almost in midchannel about 0.6 mile beyond. Follow midchannel courses until near the head of the inlet, then favor the SW shore through the narrows and proceed in midchannel to anchorage.
In 1989, a rock, covered 9¾ fathoms, was reported about 0.3 miles SE of the 5-foot rock in about 57°56'24.2"N., 136°12'16.1"W.
Pelican Entrance Light (57°57'21"N., 136°13'48"W.), 17 feet above the water and shown from a post with a red and white diamond-shaped daymark, is about 190 yards off the end of the breakwater.
Dangers.–The dangers in the immediate area are two rocky islets and rocks awash S of the light and off the flat that extend from the shore S of the breakwater.
Quarantine, customs, immigration, and agricultural quarantine.–(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)
Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.) Pelican is a **customs station**.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Table of Selected Chart Notes

Corrected through NM Mar. 20/04
Corrected through LNM Mar. 9/04

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

VEGETATION

The land is generally heavily wooded. The woods decrease in density with the elevation, leaving the higher elevations bare.

CAUTION

Shoaling amounting to as much as 6 feet has been disclosed in several critical shoal areas from Cross Sound to Excursion Inlet. It is probable that the Alaska Earthquake of July 10, 1958 created these shoalings and others not yet discovered. Mariners are urged to use caution when navigating over or near critical depths.

2440 WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Althorp Peak, AK	KZZ-86	162.425 MHz
Mt. Robert Barron	KZZ-87	162.450 MHz

Mercator Projection
Scale 1:40,000 at Lat. 57°58'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.355" southward and 6.621" westward to agree with this chart.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Canoe Cove	(57°51'N/136°25'W)	10.1	9.2	1.3	-4.0
Stag Bay	(57°55'N/136°18'W)	10.2	9.3	1.4	-4.0
Miner Island	(58°01'N/136°20'W)	10.4	9.5	1.4	-4.0
Takanis Bay	(57°55'N/136°31'W)	10.1	9.1	1.5	-4.0
Cape Bingham	(58°05'N/136°34'W)	10.3	9.5	1.5	-4.0

(Dec 2003)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

17303

40'

35'

136

05'

90

NORTH CROSS SOUND

Soapstone Pt

Kelp

Cape Bingham

wooded

Yakobi Rock

BINGHAM COVE

wooded, with open glades

HOKTAHEEN COVE

fresh water

Hoktaheen Creek

thickly wooded with fir and spruce to 1200 or 150

breaks LW

covers 1 tide

Rep

Kelp

Joins page 8

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles

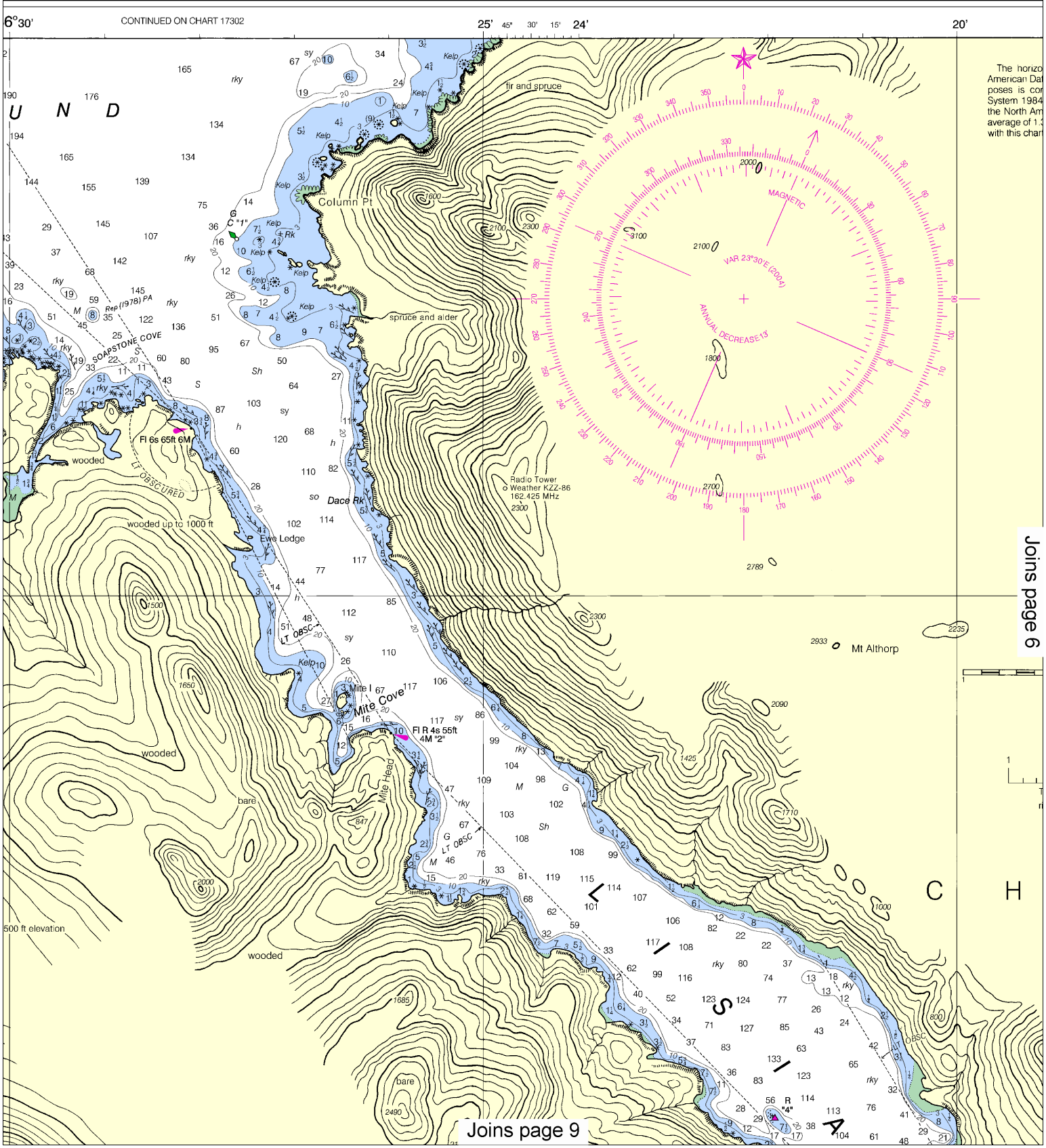
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

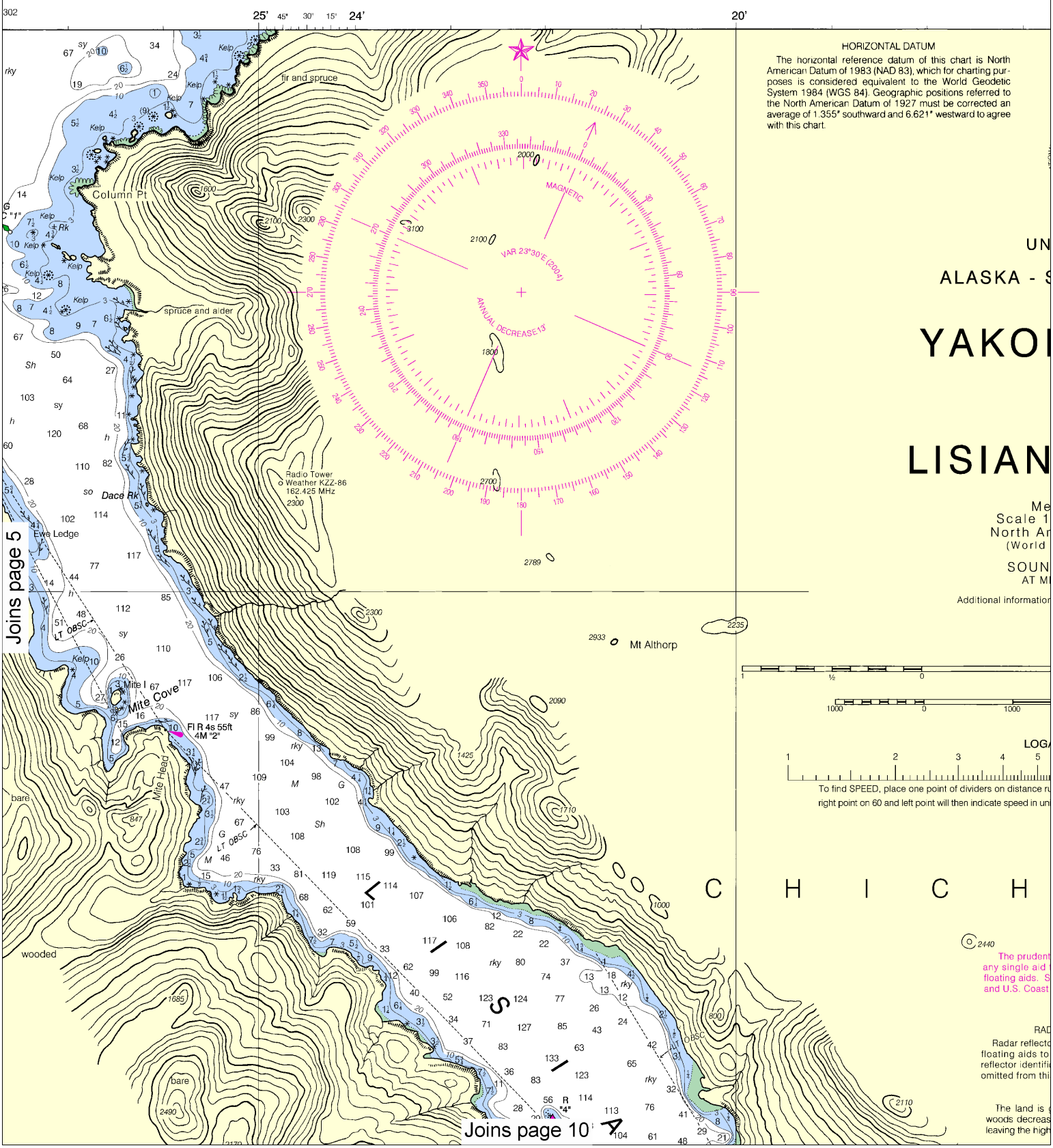
See Note on page 5.

Formerly C&GS 8260, 1st Ed., July 1929 C-1928-303 KAPP 2624



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Formerly C&GS 8260, 1st Ed., July 1929 C-1928-303 KAPP 2624



6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

17303

136°15'

10'

58° 05'

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

NITED STATES

SOUTHEAST COAST

BI ISLAND

AND

NSKI INLET

ercator Projection
1:40,000 at Lat. 57°58'
American Datum of 1983
d Geodetic System 1984)

NDINGS IN FATHOMS
MEAN LOWER LOW WATER

on can be obtained at nauticalcharts.noaa.gov.

Nautical Miles
1 2 3

Yards
2000 3000 4000 5000

GARITHMIC SPEED SCALE
6 7 8 9 10 15 20 25 30 40 50 60

run (in any unit) and the other on minutes run. Without changing divider spread, place
units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Canoe Cove	(57°51'N/136°25'W)	10.1	9.2	1.3	-4.0
Stag Bay	(57°55'N/136°18'W)	10.2	9.3	1.4	-4.0
Miner Island	(58°01'N/136°20'W)	10.4	9.5	1.4	-4.0
Takanis Bay	(57°55'N/136°31'W)	10.1	9.1	1.5	-4.0
Cape Bingham	(58°05'N/136°34'W)	10.3	9.5	1.5	-4.0

(Dec 2003)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged

21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Shoaling amounting to as much as 6 feet has been disclosed in several critical shoal areas from Cross Sound to Excursion Inlet. It is probable that the Alaska Earthquake of July 10, 1958 created these shoalings and others not yet discovered. Mariners are urged to use caution when navigating over or near critical depths.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

2680 2420

A G O F I S L A N D

Crag Mt 3260

WARNING

nt mariner will not rely solely on
d to navigation, particularly on
See U.S. Coast Guard Light List
st Pilot for details.

ADAR REFLECTORS

tors have been placed on many
o navigation. Individual radar
ification on these aids has been
his chart.

VEGETATION

s generally heavily wooded. The
ase in density with the elevation,
gher elevations bare.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

KAPP 2625

14'

50" 40" 30" 20" 10"

40"

Yards
100 50 0 100 200 300 400

PELICAN HARBOR
Scale 1:10,000
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

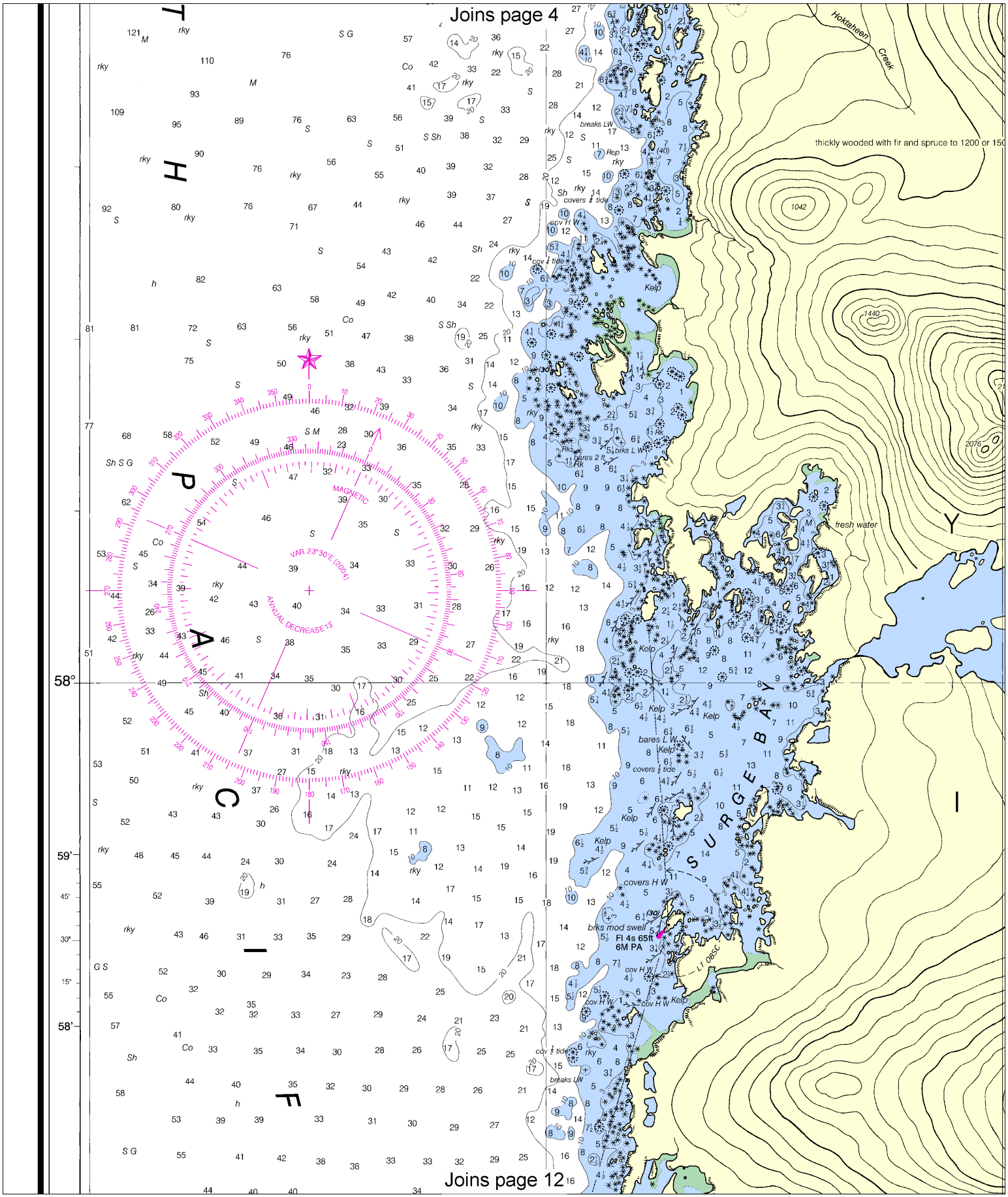
PELICAN

SPIRE

70 rky 42 54 73 7 10 18 15

Joins page 11

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.



Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles

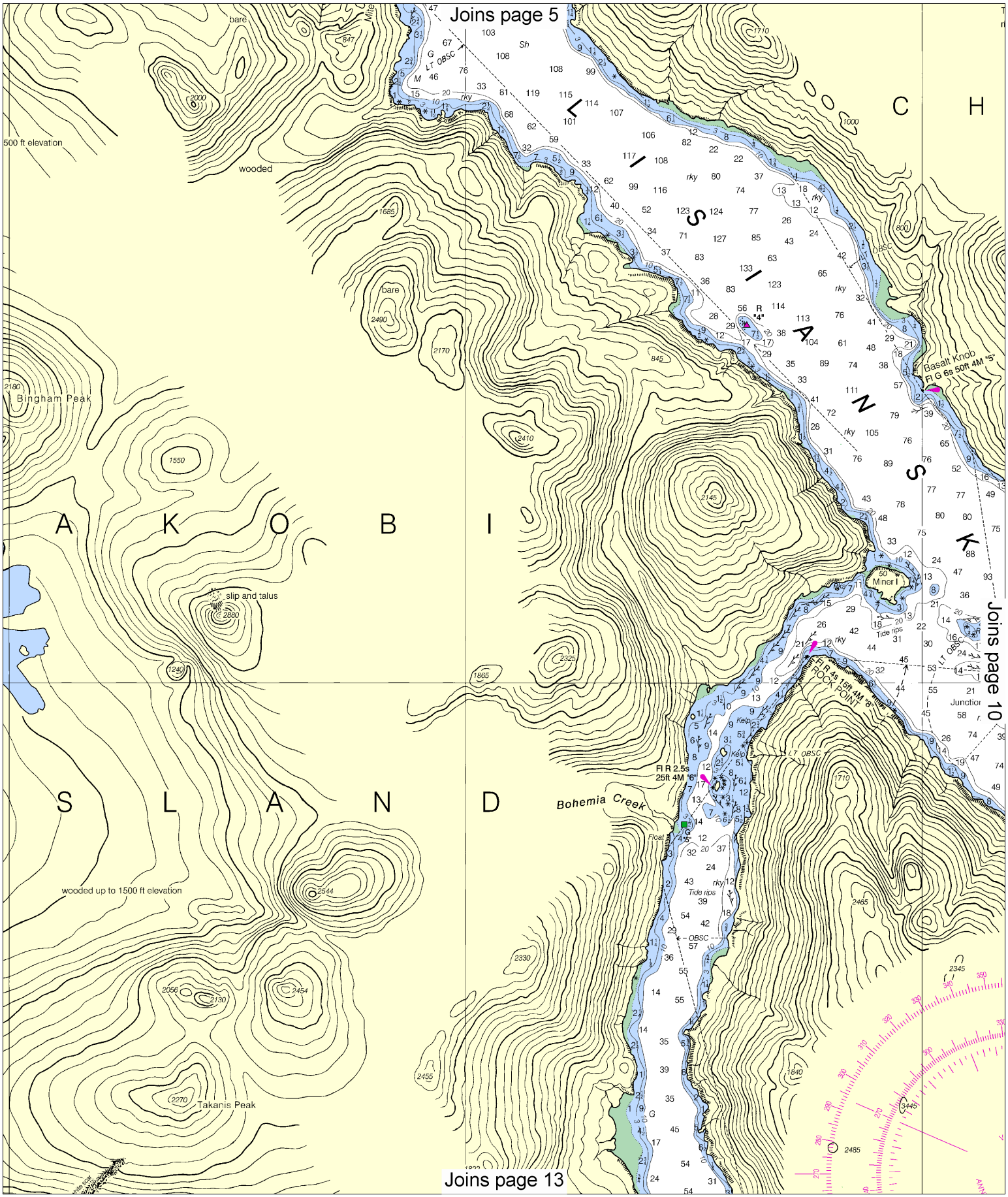
1 ½ 0 1 2 3

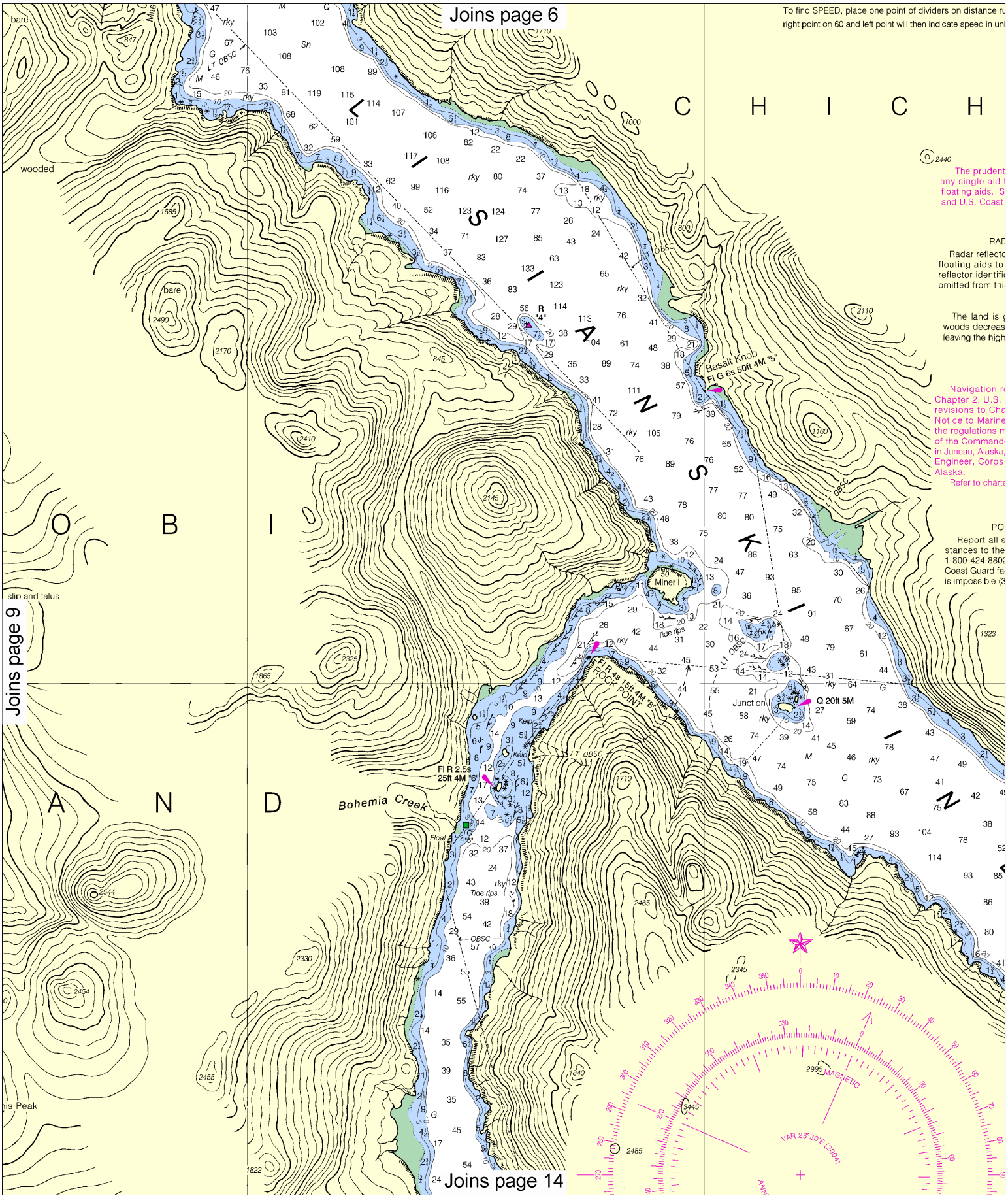
Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Note: Chart grid lines are aligned with true north.


Joins page 5
C H A N N E L
I S L A N D
A K O B I
S L A N D
bare
wooded
500 ft elevation
Bingham Peak
slip and talus
wooded up to 1500 ft elevation
Takanis Peak
Basalt Knob
Fl G 6s 50ft 4M "5"
Miner I
Tide rips
Fl R 4s 15ft 4M "6"
ROCK POINT
Fl R 2.5s
25ft 4M "6"
Bohemia Creek
Kelp
Float
Joins page 10
Joins page 13



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

run (in any unit) and the other on minutes run. Without changing divider spread, place units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

Joins page 7

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

2680 2420

A G O F I S L A N D

Crag Mt 3260

WARNING

nt mariner will not rely solely on d to navigation, particularly on See U.S. Coast Guard Light List st Pilot for details.

ADAR REFLECTORS

tors have been placed on many o navigation. Individual radar fication on these aids has been his chart.

VEGETATION

s generally heavily wooded. The ase in density with the elevation, gher elevations bare.

NOTE A

regulations are published in . Coast Pilot 8. Additions or hapter 2 are published in the hers. Information concerning may be obtained at the Office der, 17th Coast Guard District a, or at the Office of the District s of Engineers in Anchorage,

rted regulation section numbers.

OLLUTION REPORTS

spills of oil and hazardous sub- he National Response Center via 02 (toll free), or to the nearest U.S. facility if telephone communication (33 CFR 153).

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

KAPP 2625

PELICAN HARBOR

Scale 1:10,000

SOUNDINGS IN FATHOMS AT MEAN LOWER LOW WATER

PELICAN

SPIRE

Yards 100 50 0 100 200 300 400

Float

Dock

Ferry

Rk

Sh

Fl 4s 17ft 5M

Foul

Mud

Pelican Cr

Seaplane Base

14' 50' 40' 30' 20' 10"

57° 57'30"

136° 14'

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Althorp Peak, AK	KZZ-86	162.425 MHz
Mt. Robert Barron	KZZ-87	162.450 MHz

2780 2782

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

B1 1990-1992	NOS Surveys	partial bottom coverage
B2 1970-1989	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage

B1 B4 B2

59' 58' 58°00' 57°50'

35' 136°30' 25' 20' 136°15' 10'

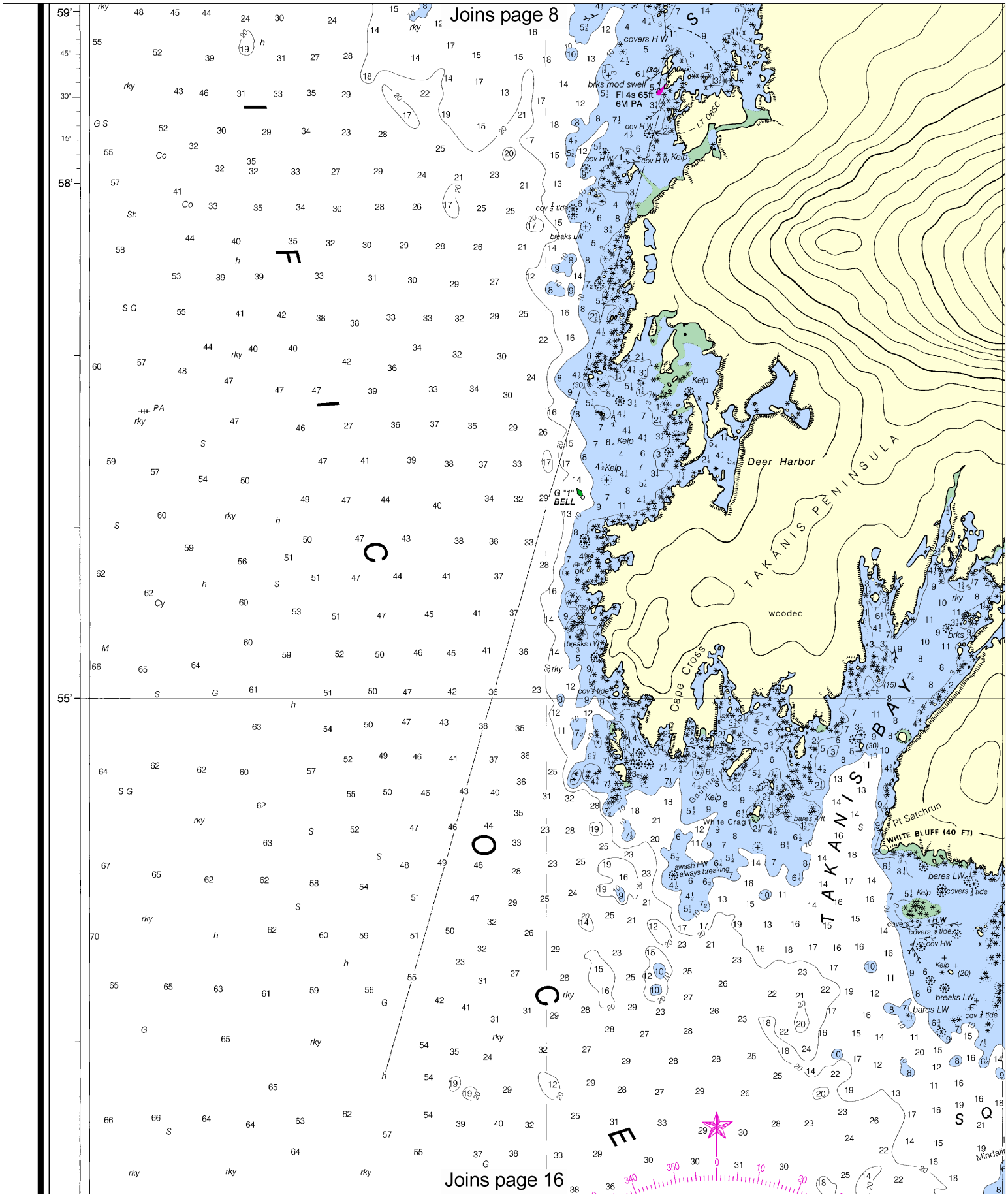
Pelican

SPIRE

Pelican Cr

Fl 4s 17ft 5M (use inset)

Joins page 15



12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

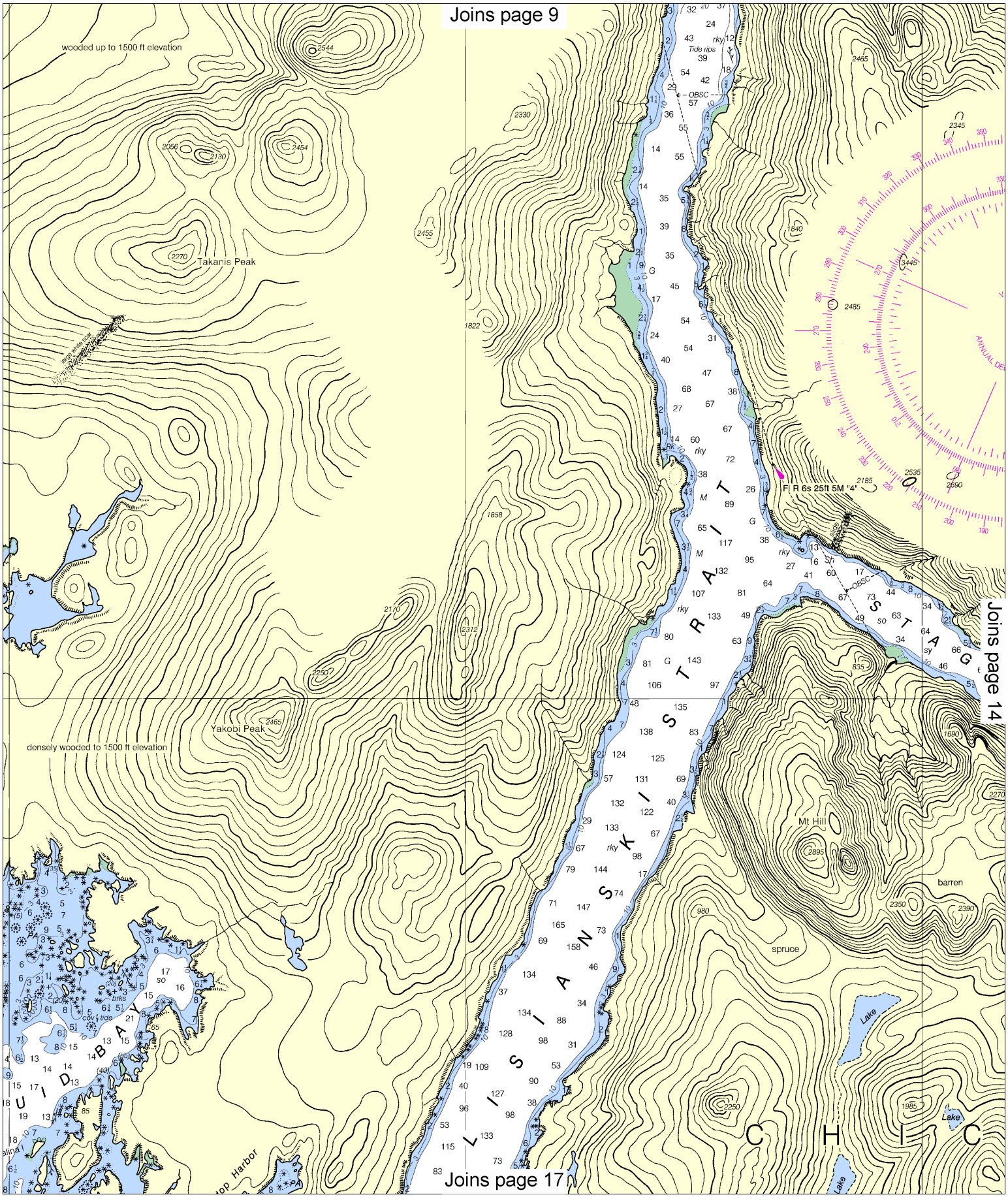
Nautical Miles

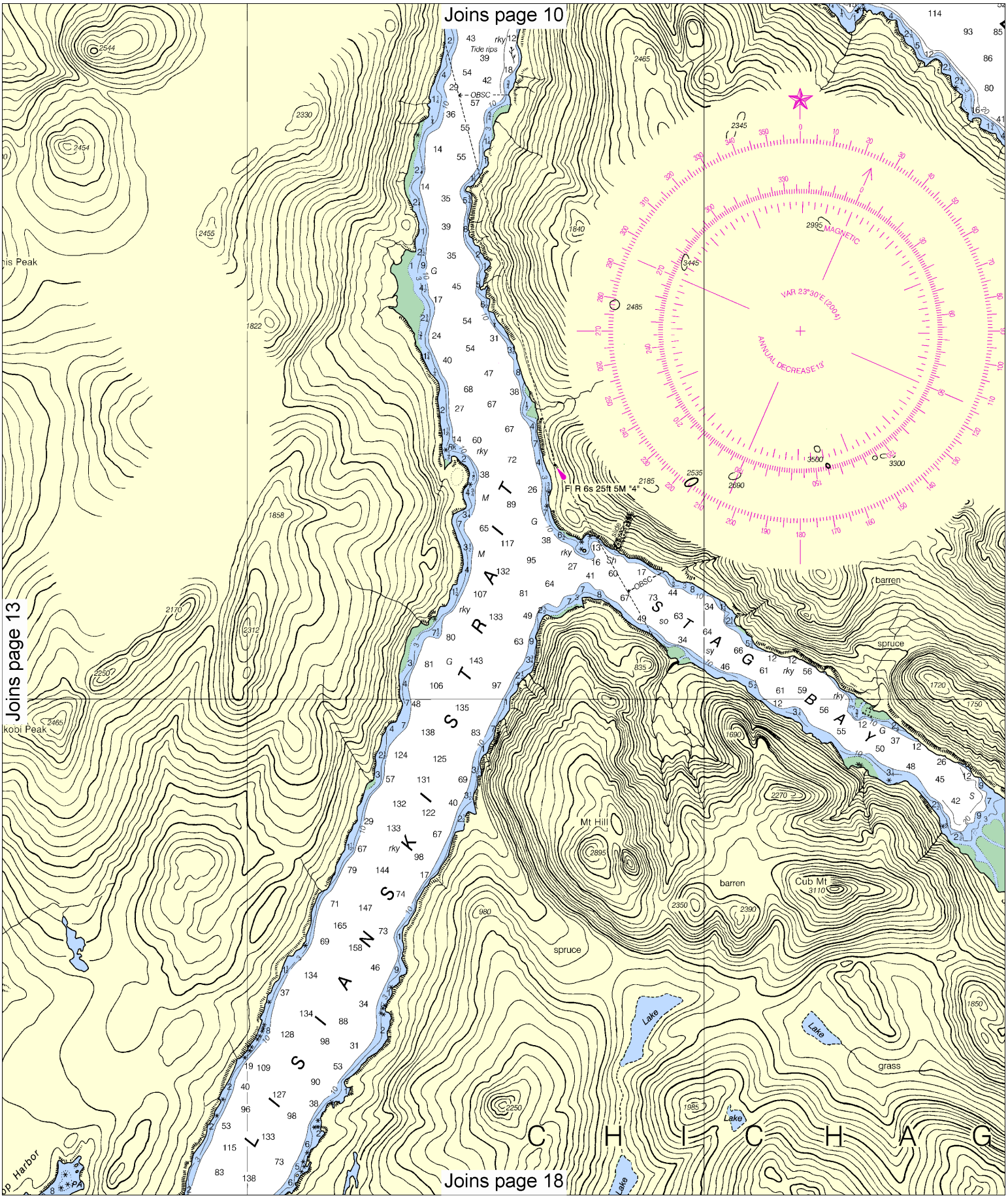
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 9
wooded up to 1500 ft elevation
Takanis Peak
densely wooded to 1500 ft elevation
Yakobi Peak
Tide rips
OBSC
F R 6s 25ft 5M "4"
Mt Hill
barren
spruce
Lake
Joins page 14
Joins page 17
PAD BAY
CHICAGOF ISLAND
STRAIT



14

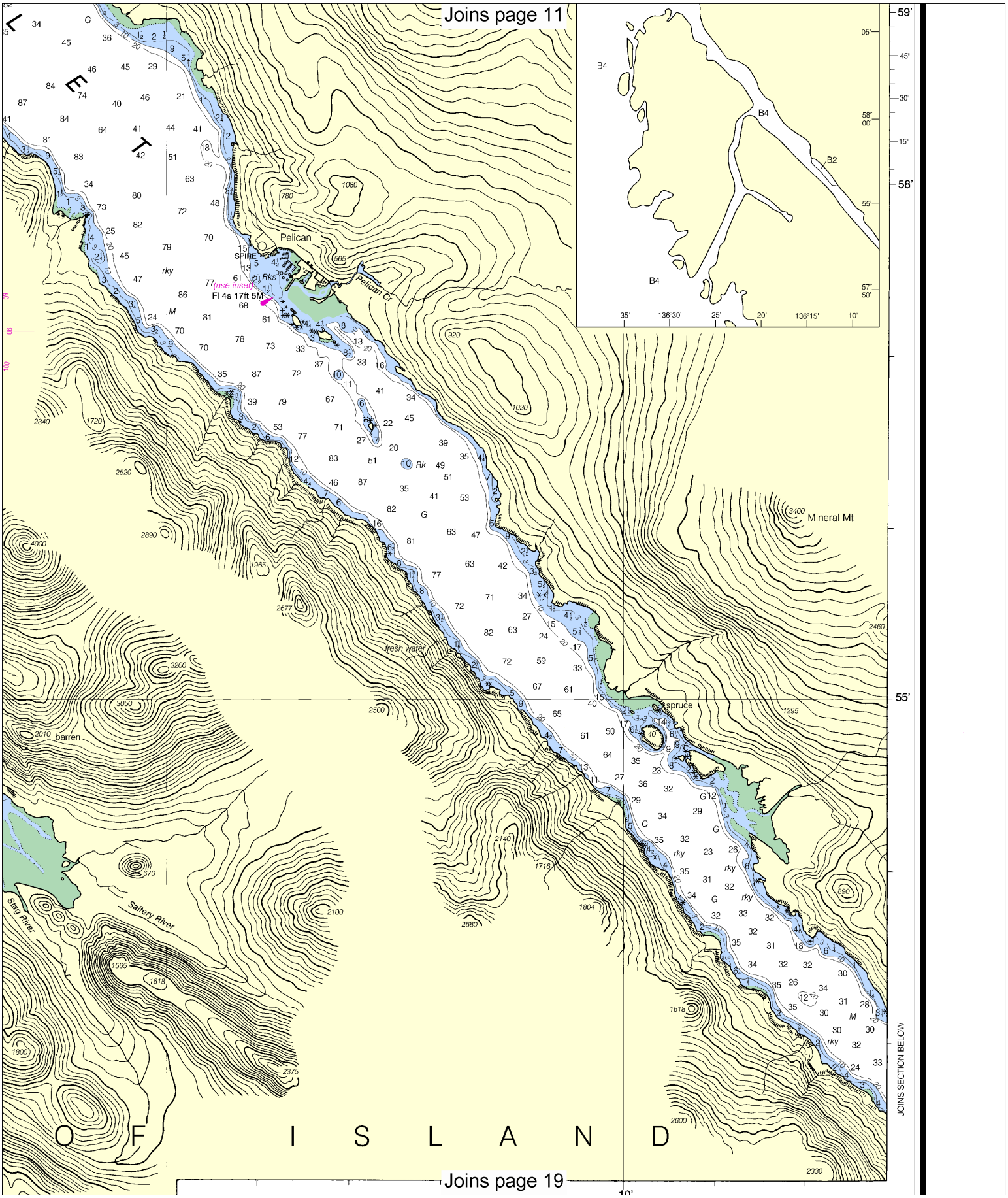
Note: Chart grid lines are aligned with true north.

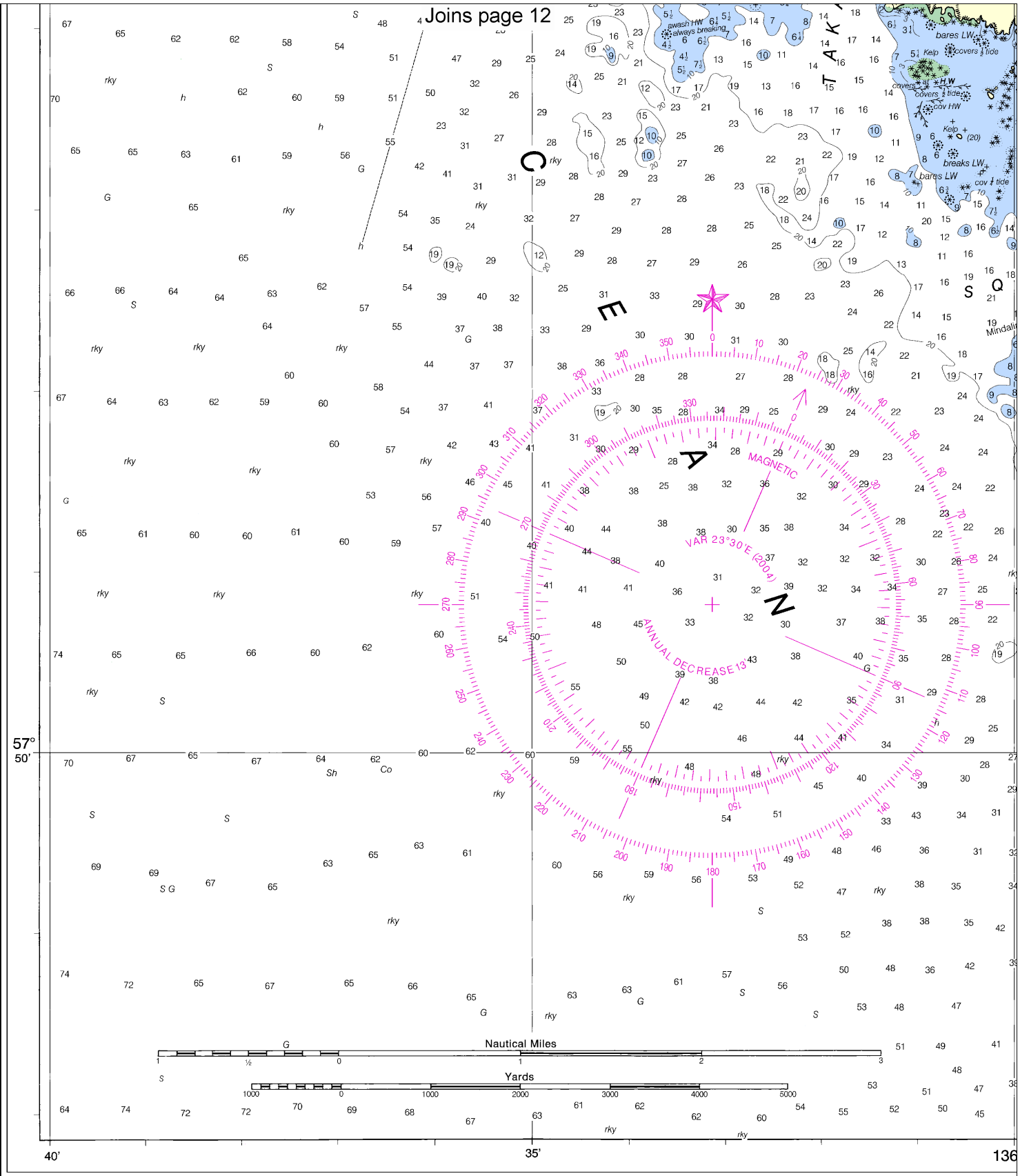
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 11
Pelican
SPIRE
Rks
Pelican Cr
(use inset)
Fl 4s 17ft 5M
B4
B2
Mineral Mt
spruce
barren
fresh water
Saltery River
Stag River
OF ISLAND
Joins page 19
JOINS SECTION BELOW
59'
58'
55'



10th Ed., Mar./ 04 ■ Corrected through NM Mar. 20/04
Corrected through LNM Mar. 9/04

17303

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

SOUNDINGS IN FA

16

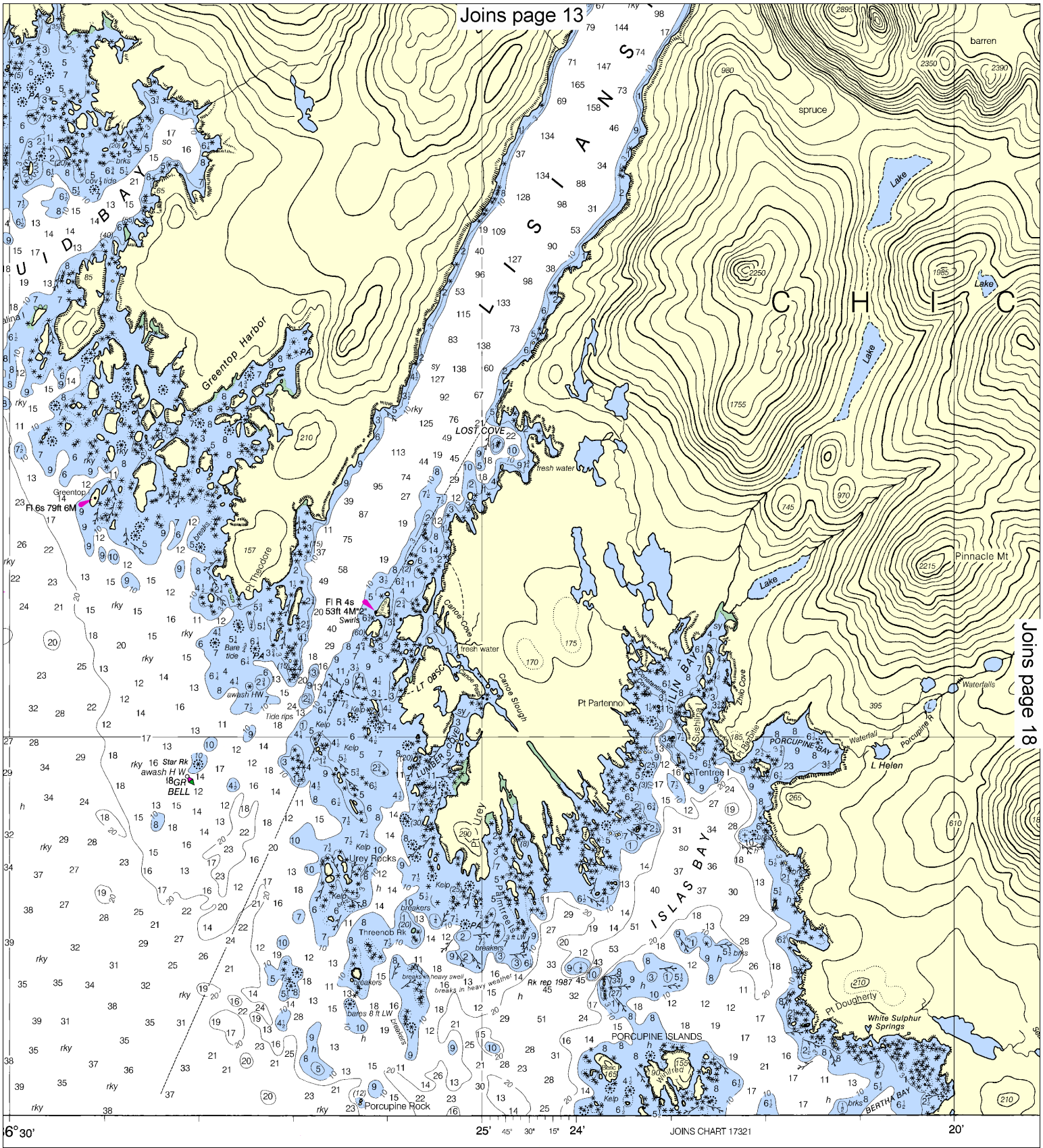
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1, ½, 0, 1, 2, 3

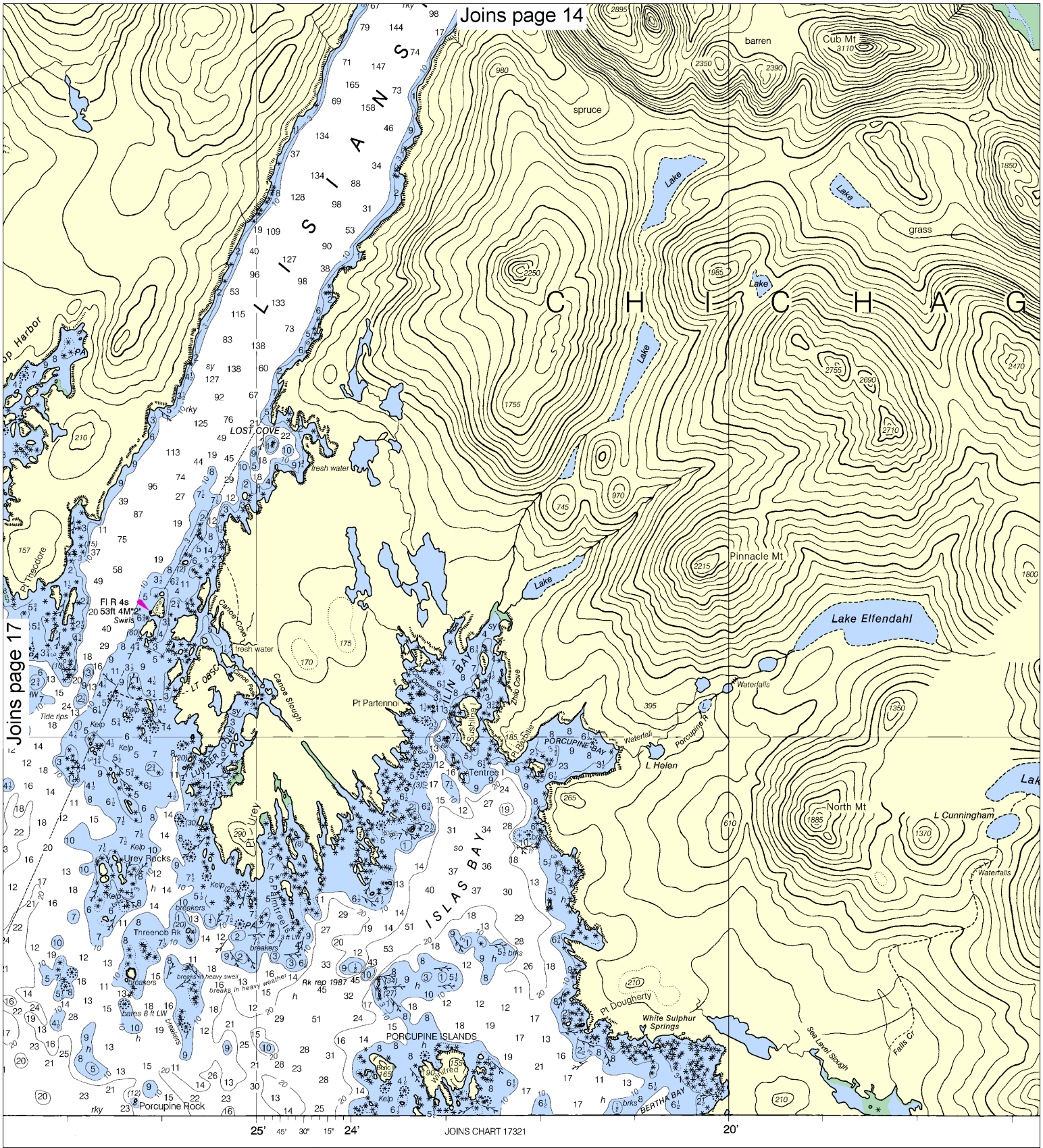
Yards: 1000, 0, 1000, 2000, 3000, 4000, 5000

See Note on page 5.



ATHOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	
FEET	6	12	18	24	
METERS	1 2 3 4 5 6 7 8				

Note: Chart grid lines are aligned with true north.

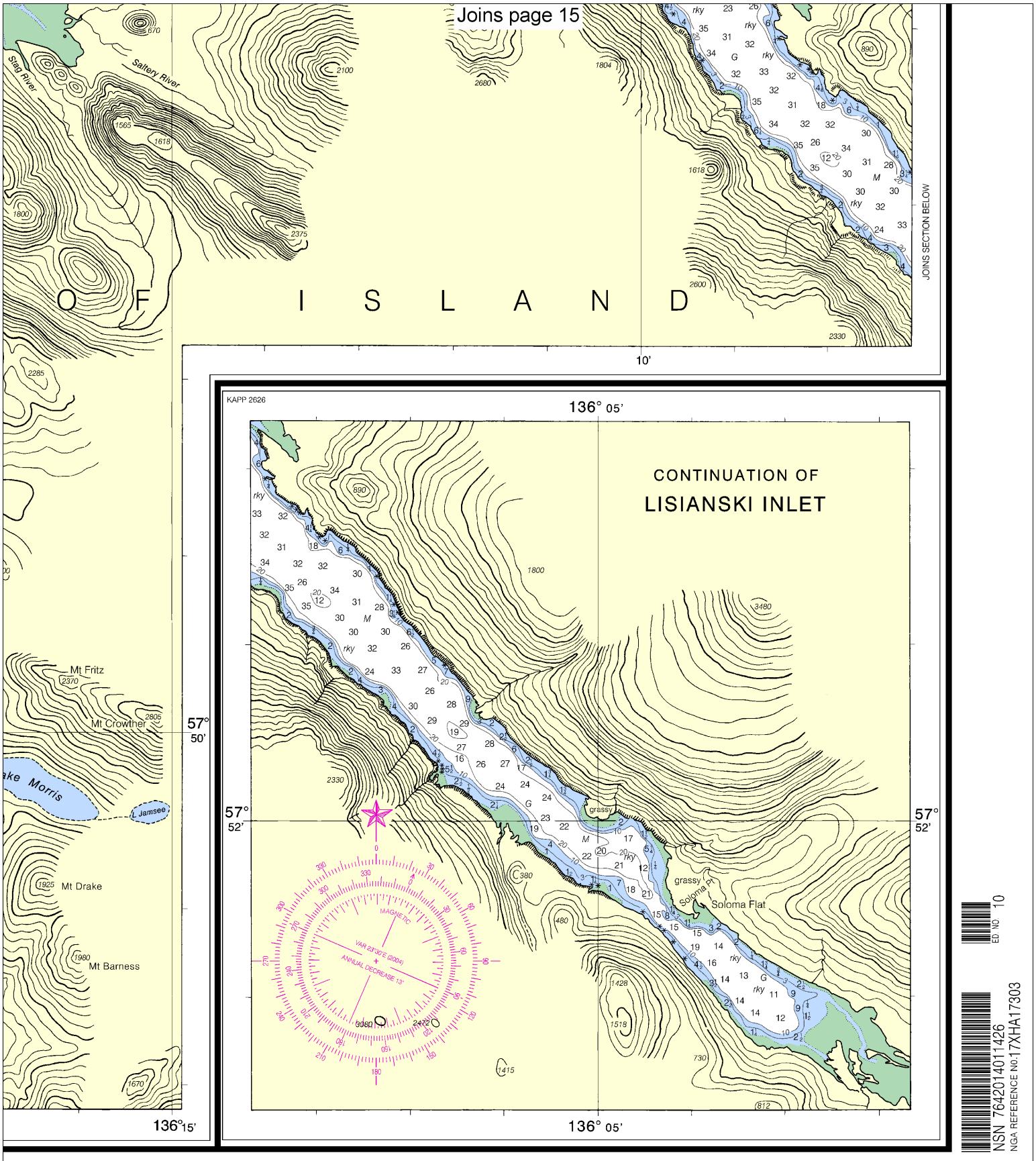
Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



Yakobi Island and Lisianski Inlet

SOUNDINGS IN FATHOMS-SCALE 1:40,000

17303

ED NO. 10

NSN 7642014011426

NGA REFERENCE NO. 17XHA17303

19

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

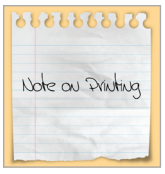
All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Online chart viewer	—	**http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

twitter —— For the latest news from Coast Survey, follow **@nauticalcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker